

Fig. 3

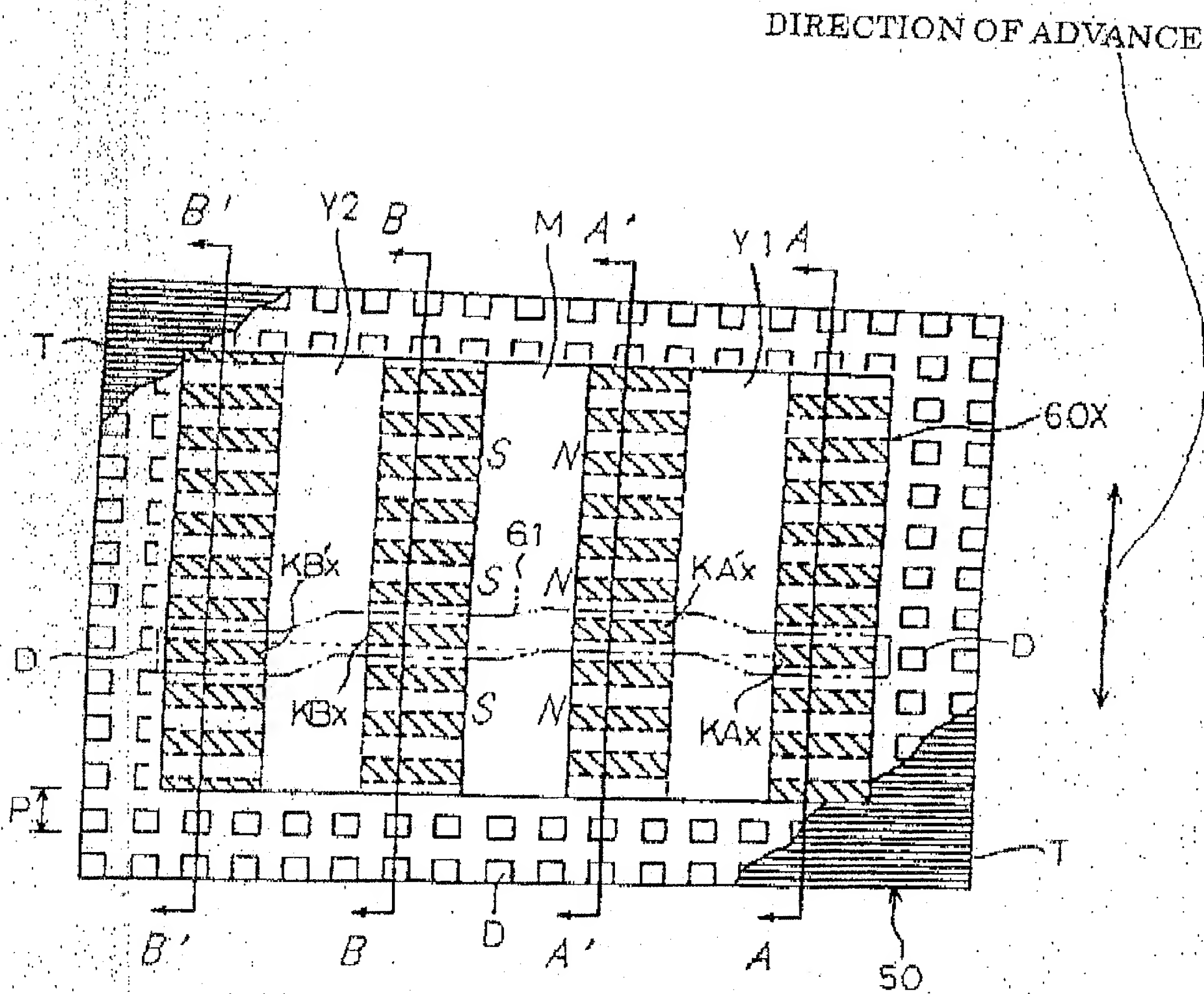
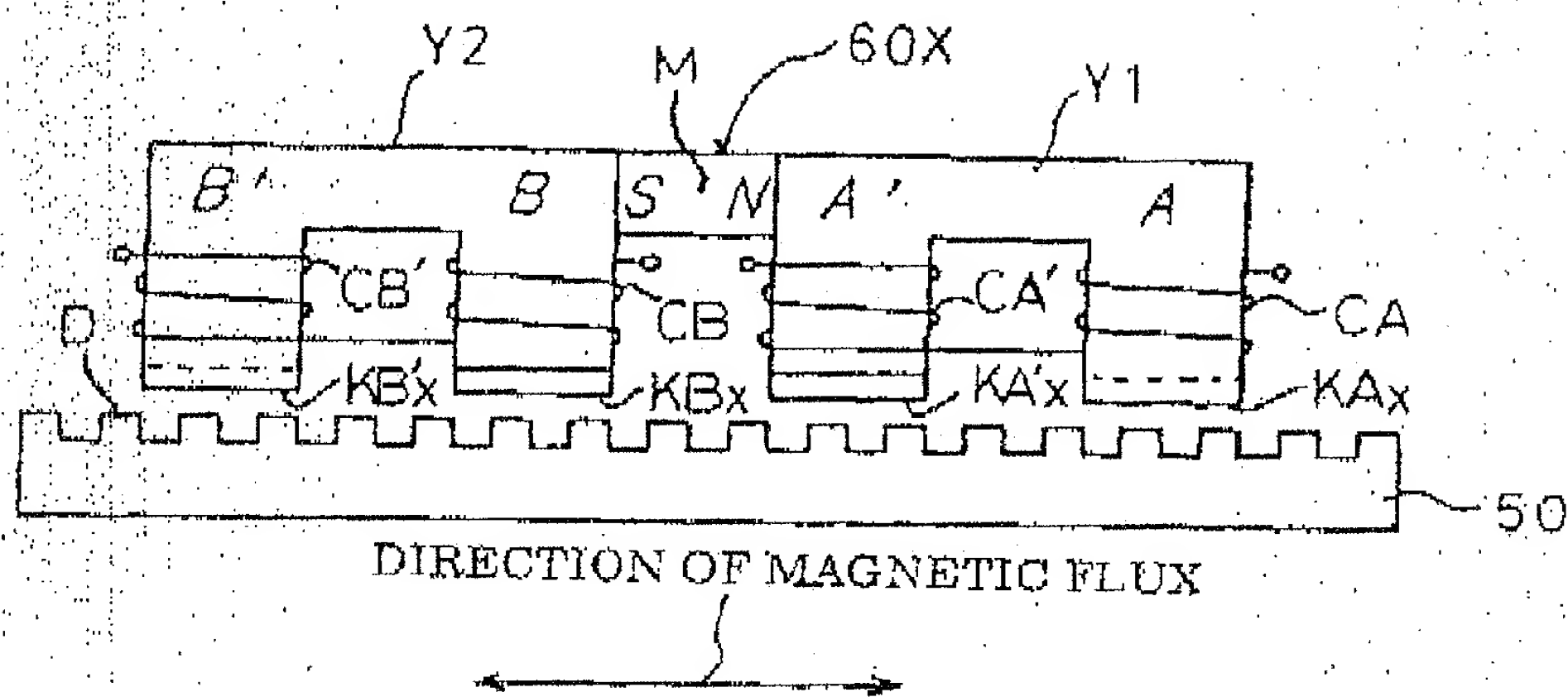
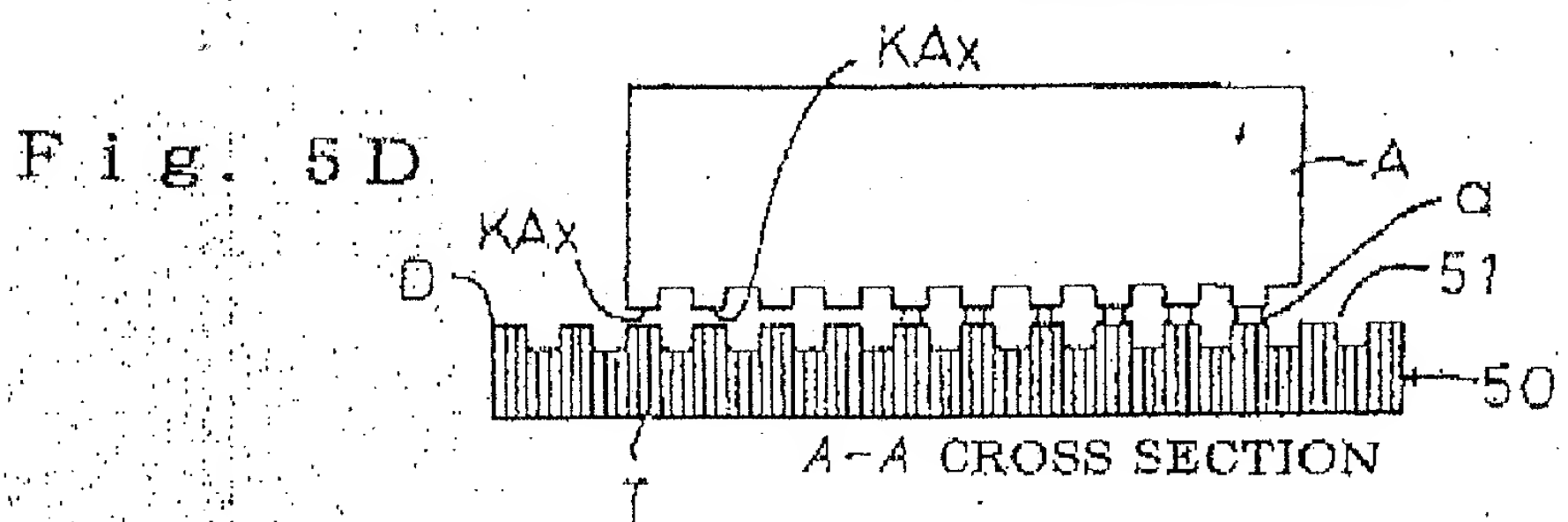
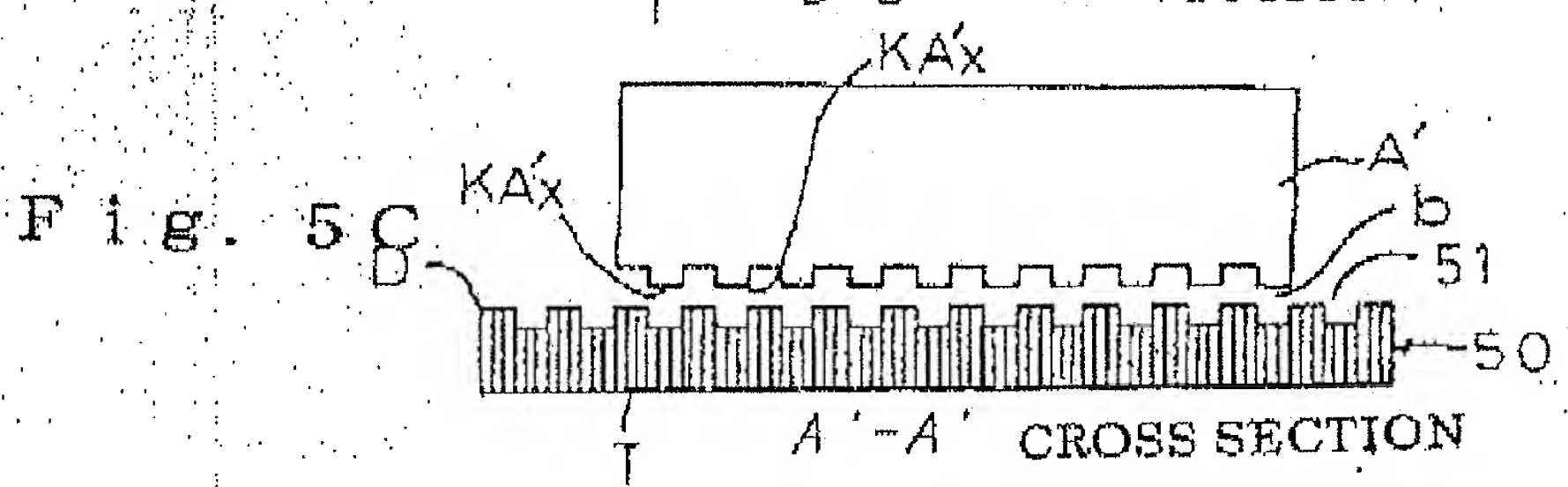
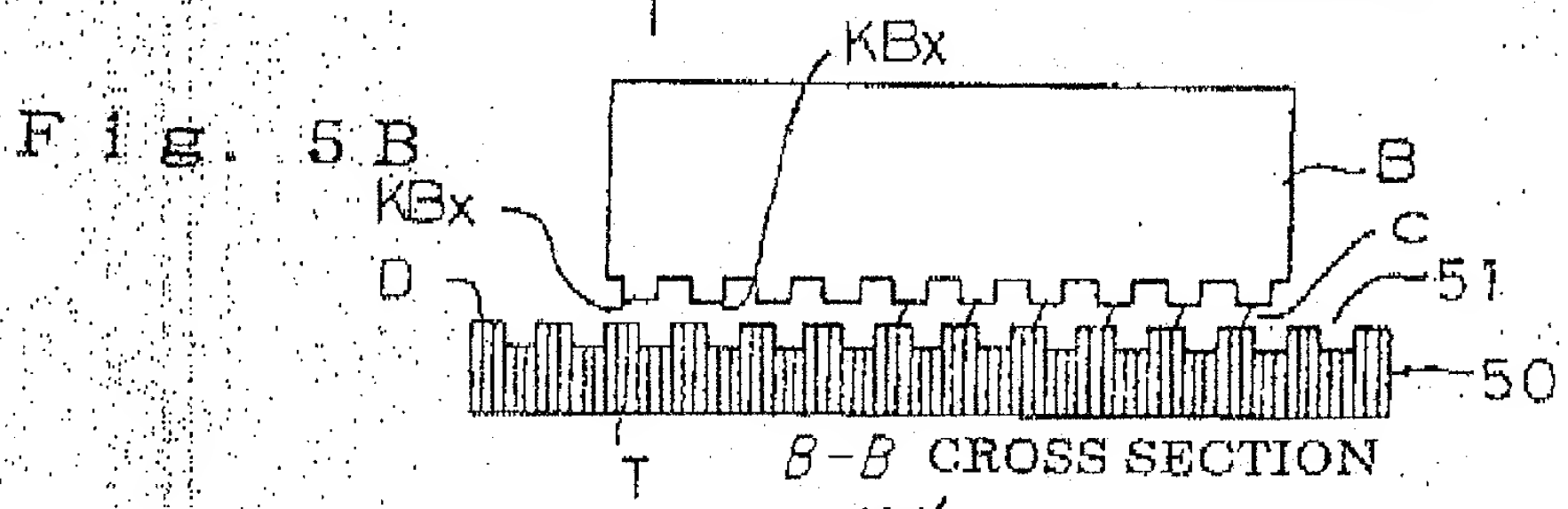
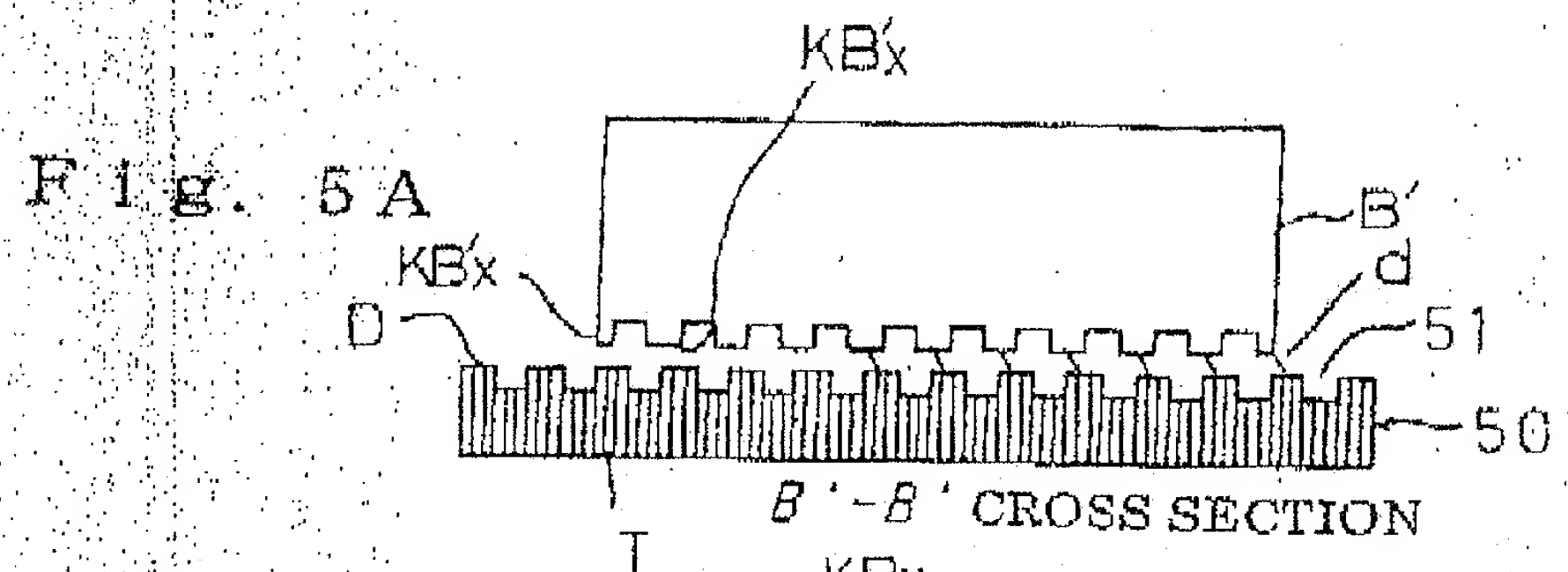


Fig. 4





DIRECTION OF ADVANCE

→

Fig. 6

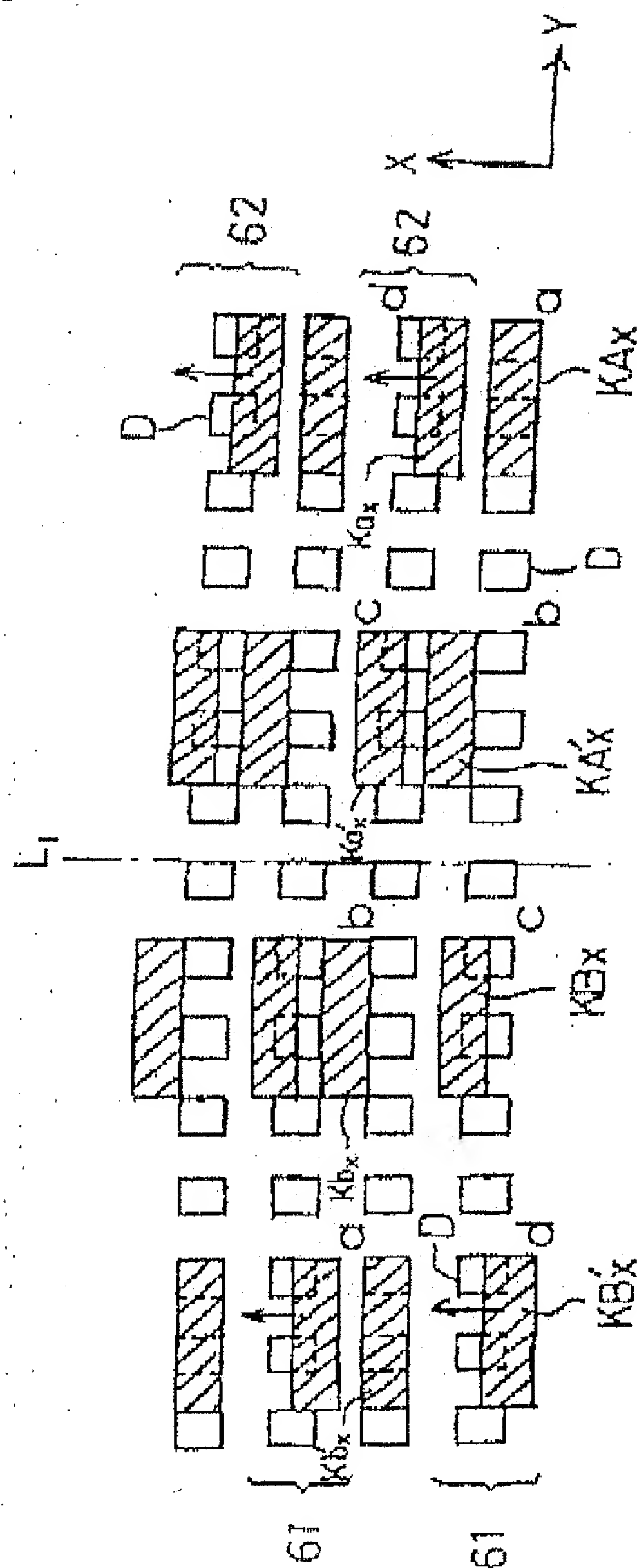


Fig. 7

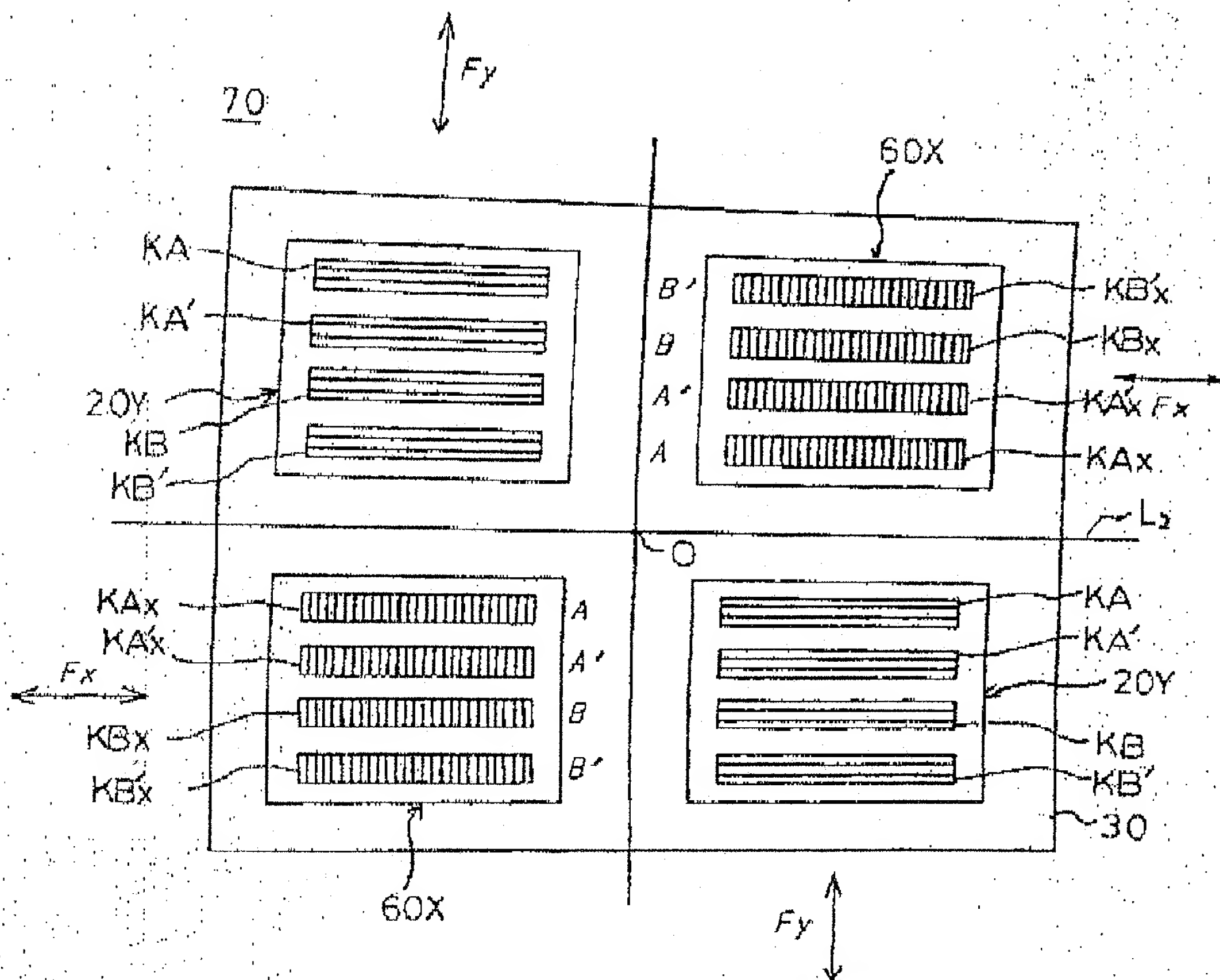


Fig. 8

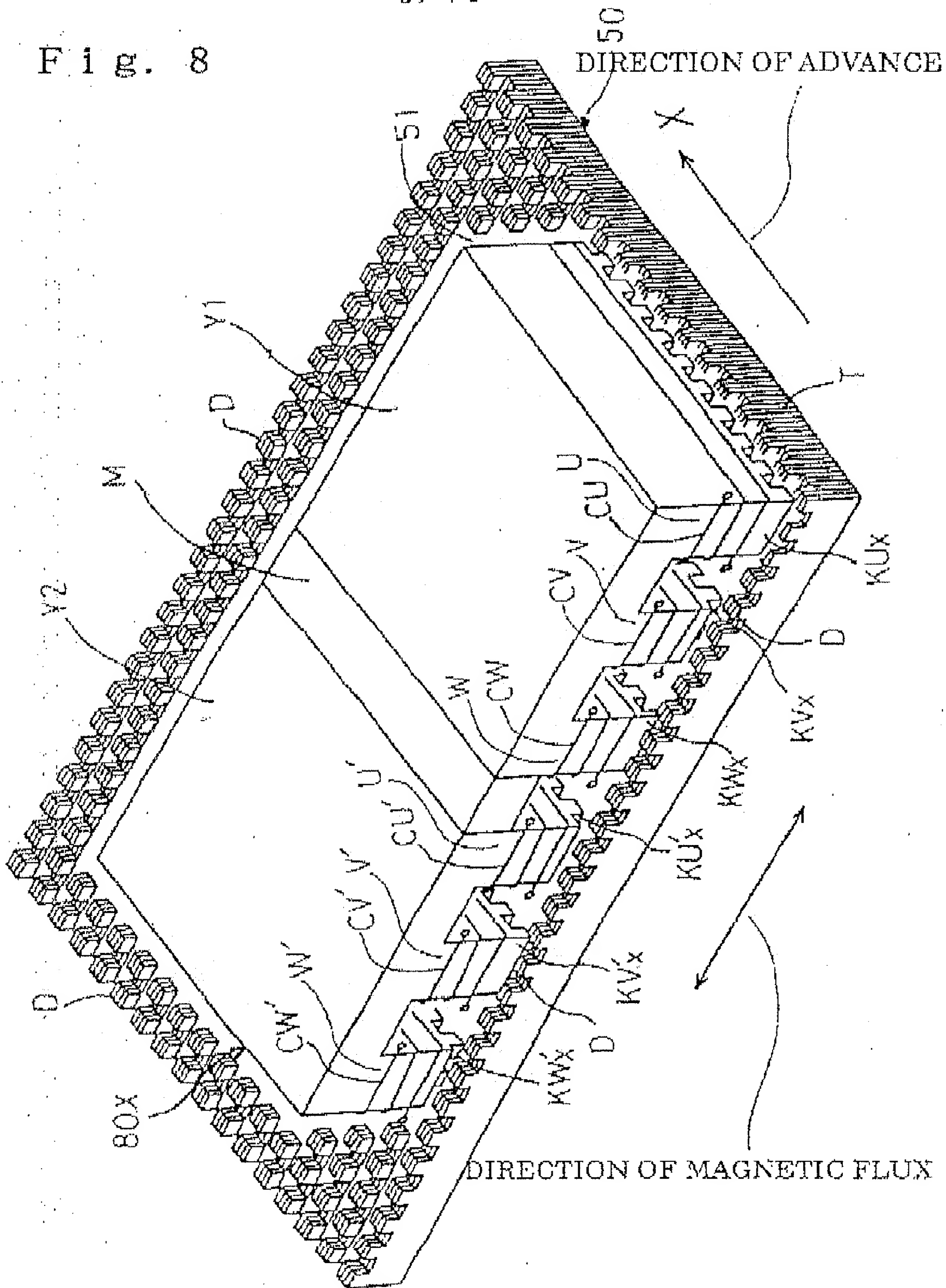


Fig. 9

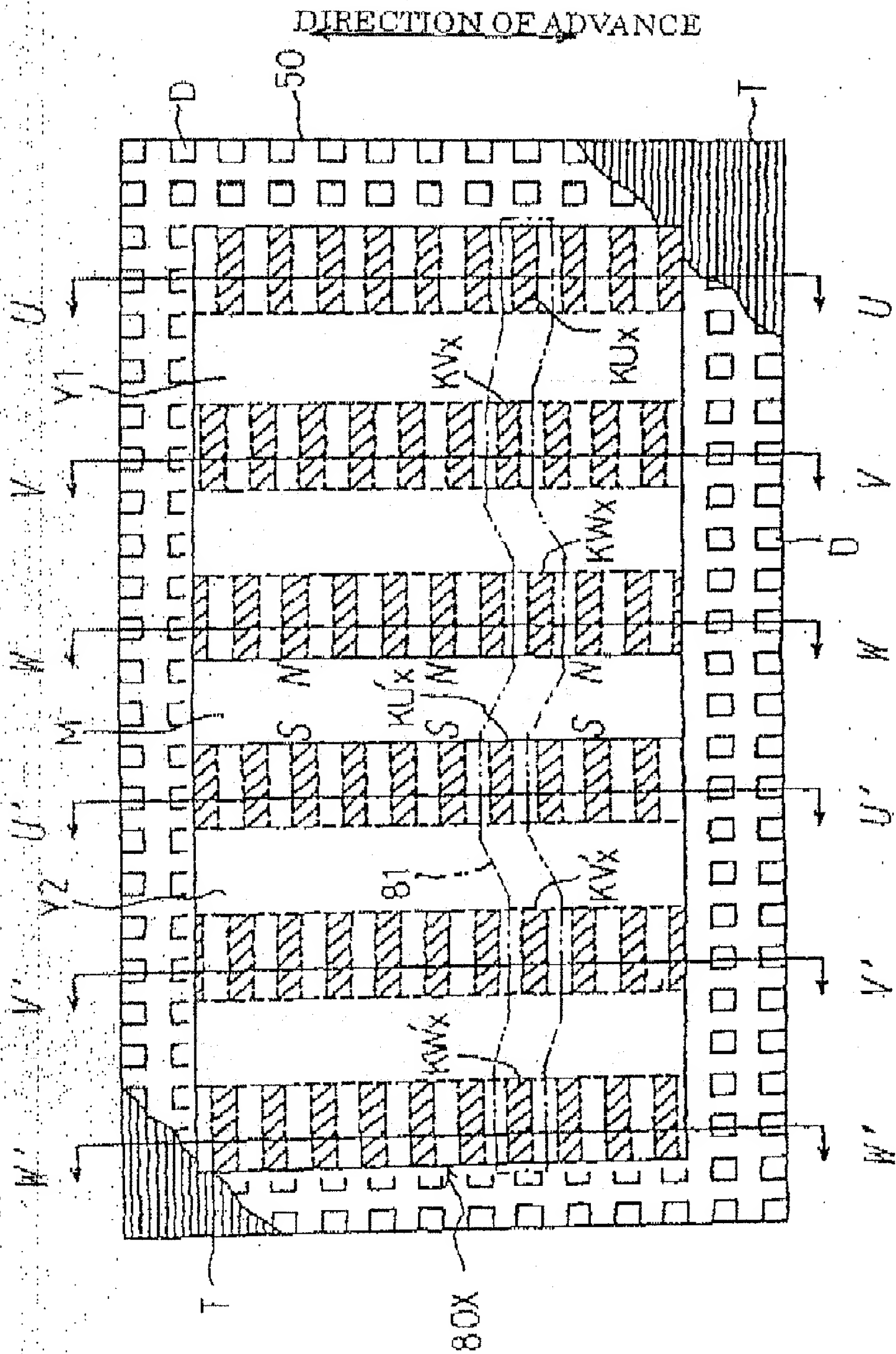


Fig. 10

10/16

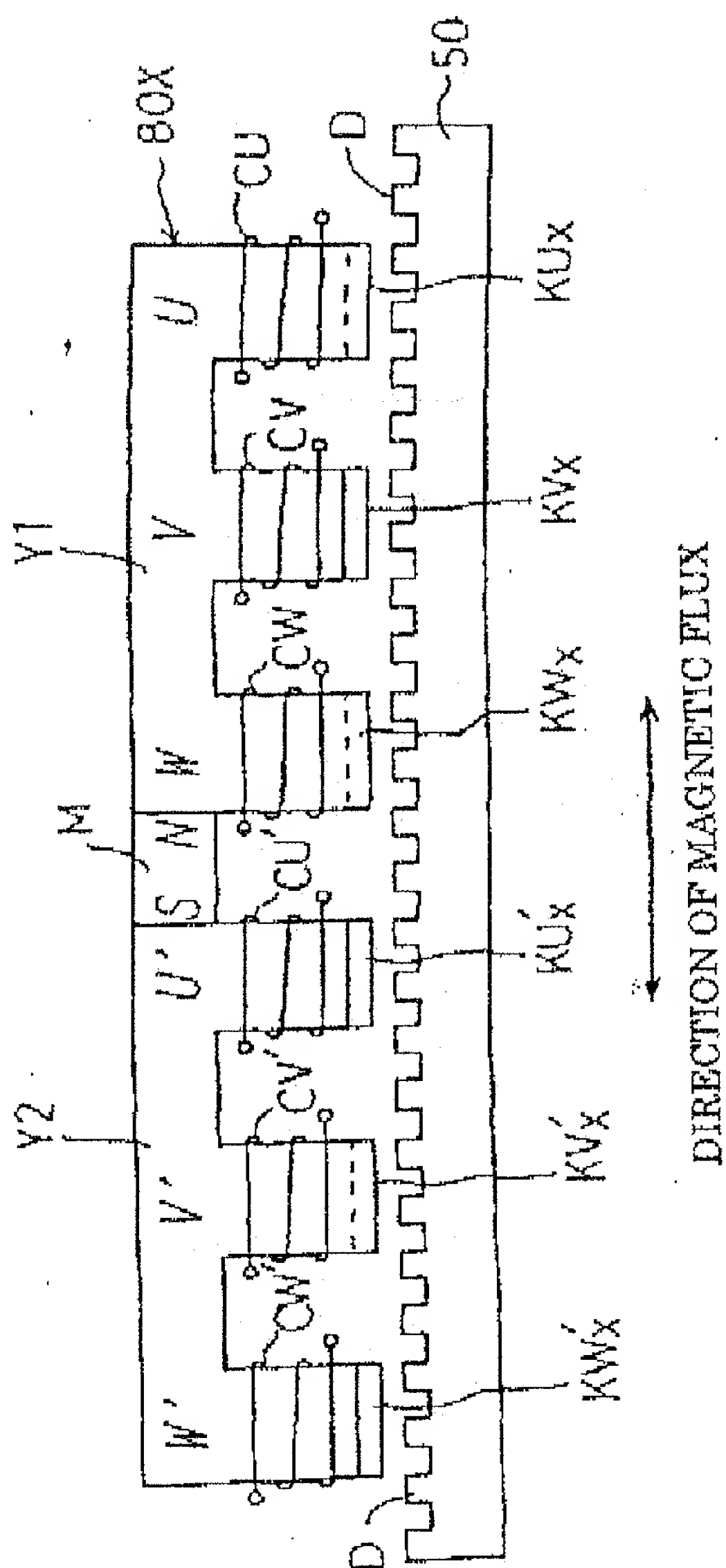


Fig. 11A

W'-W'
CROSS SECTION

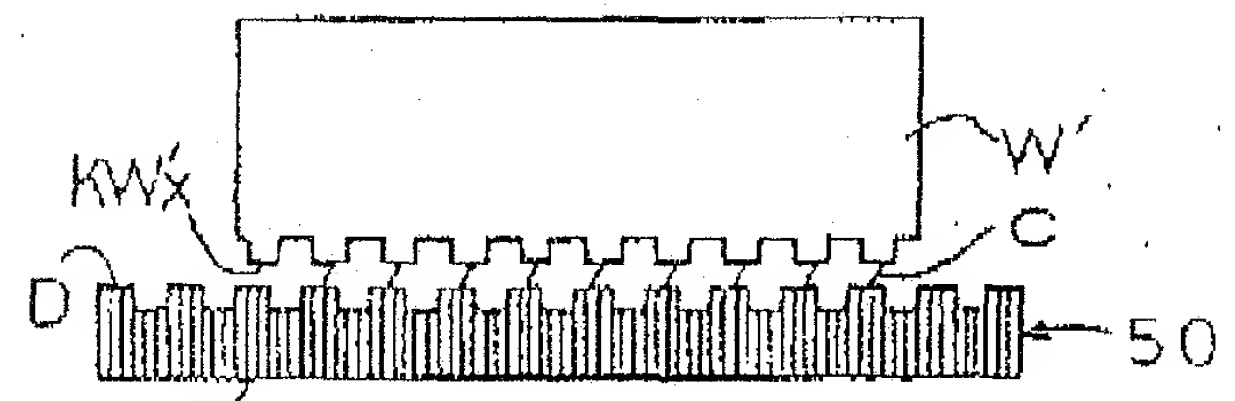


Fig. 11B

V'-V'
CROSS SECTION

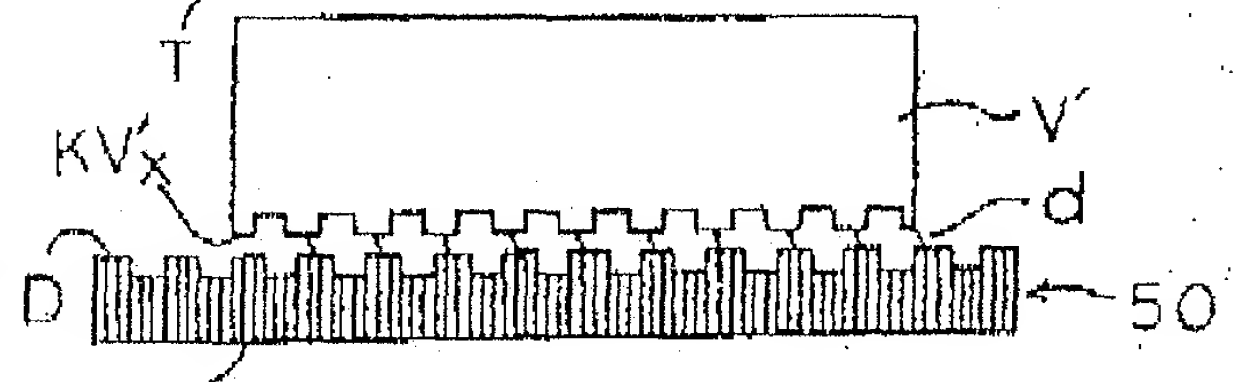


Fig. 11C

U'-U'
CROSS SECTION

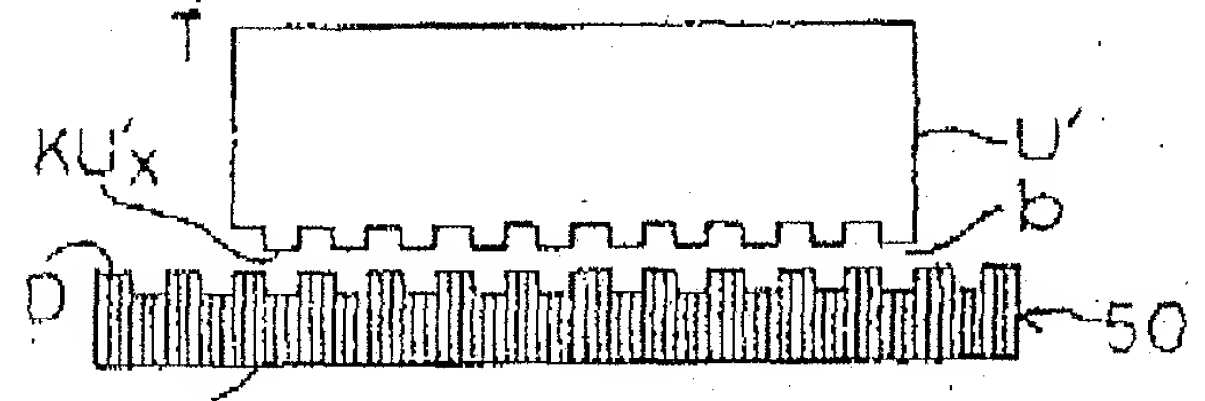


Fig. 11D

W-W
CROSS SECTION

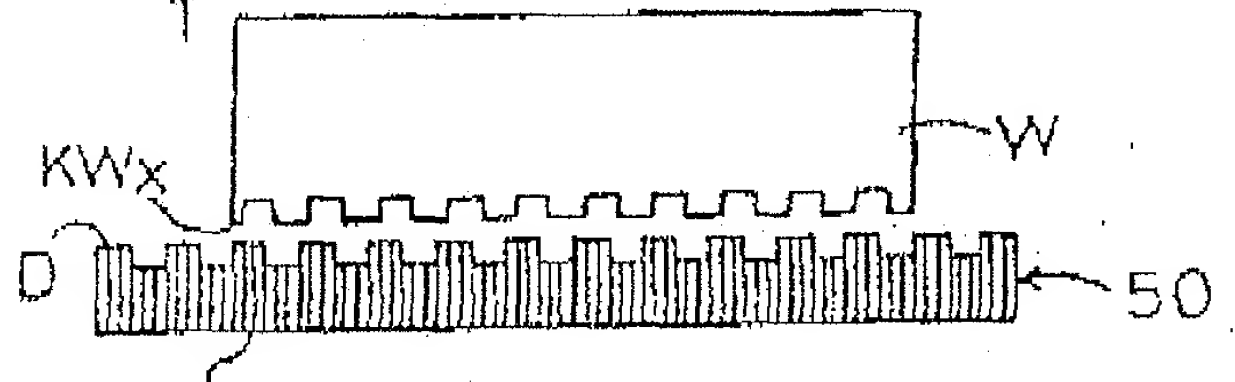


Fig. 11E

V-V
CROSS SECTION

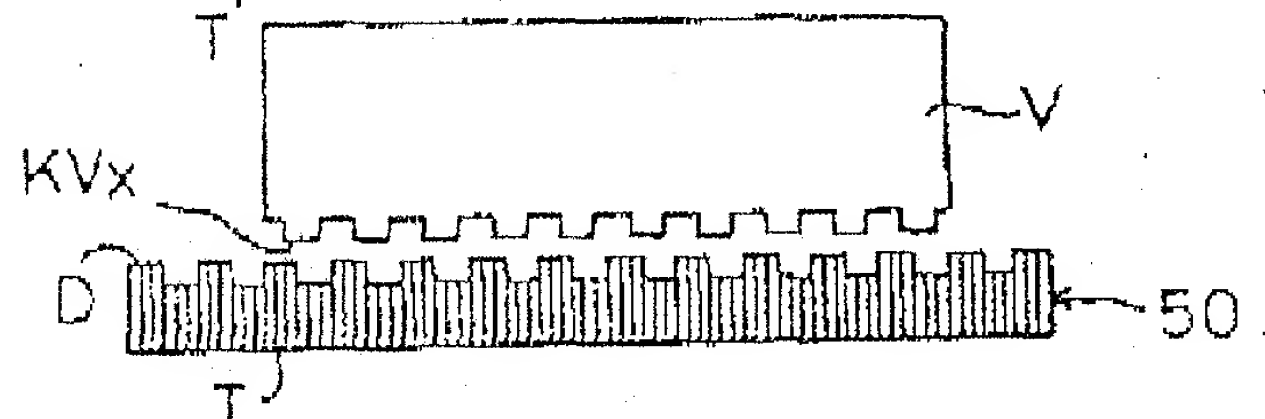


Fig. 11F

U-U
CROSS SECTION

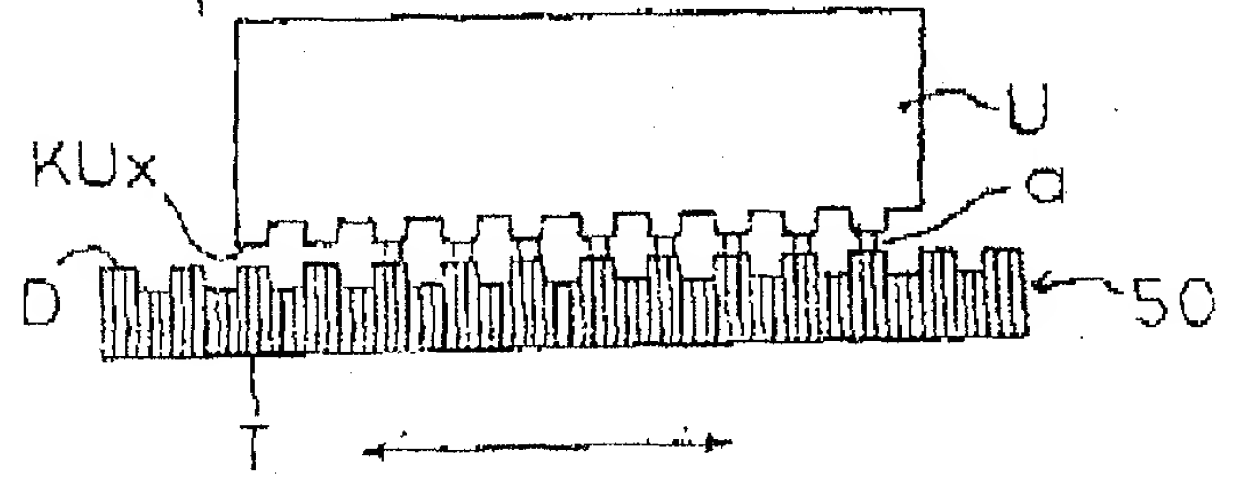


FIG. 11A-11F

12/15

20

DIRECTION OF ADVANCE

Y2 M Y1

Fig. 12A

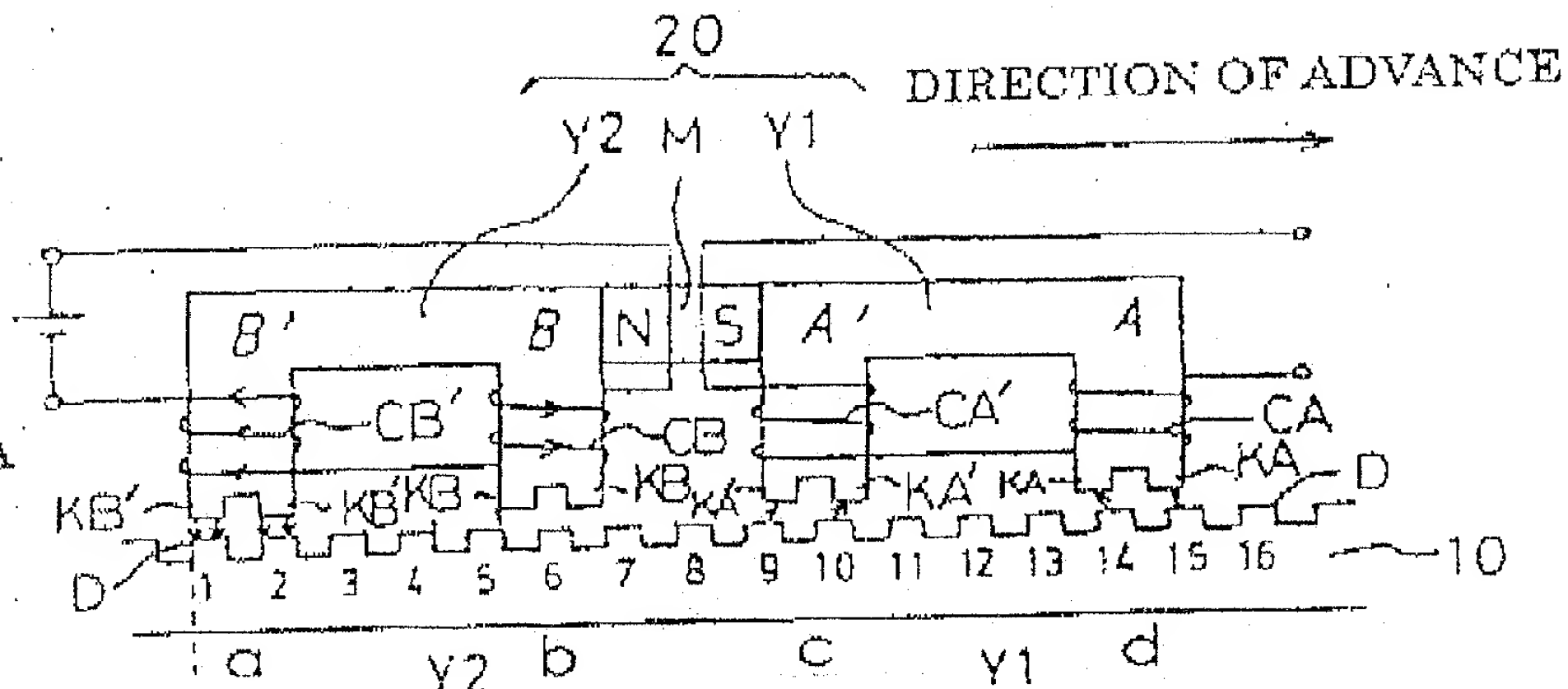


Fig. 12B

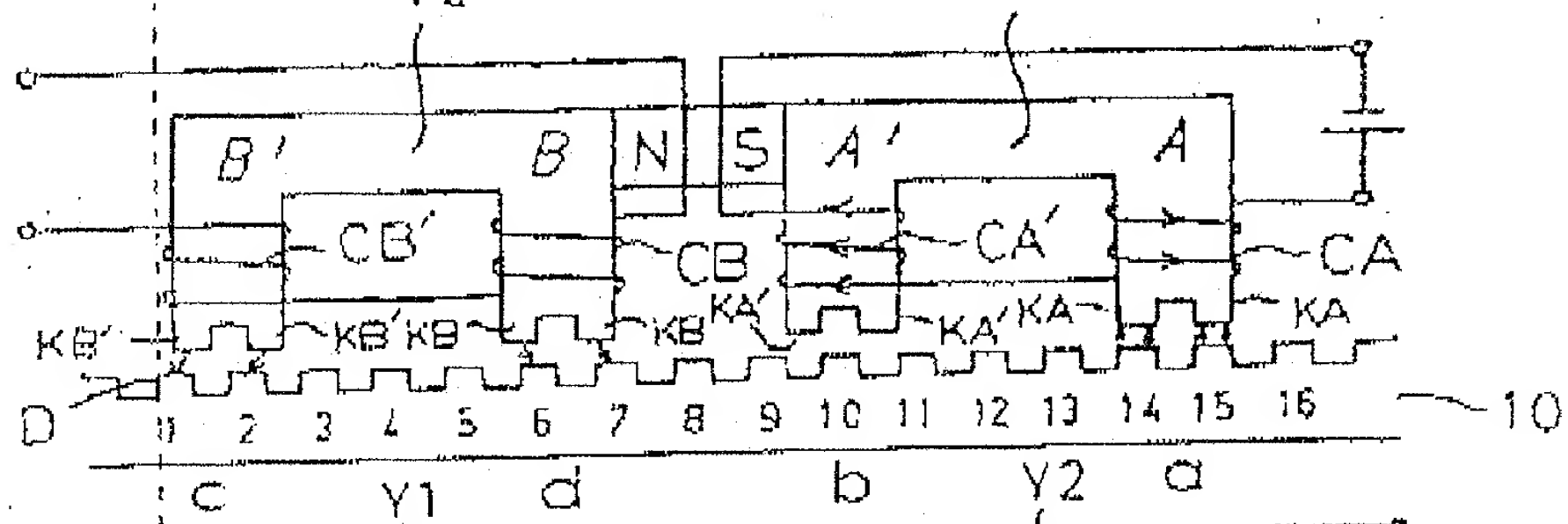


Fig. 12C

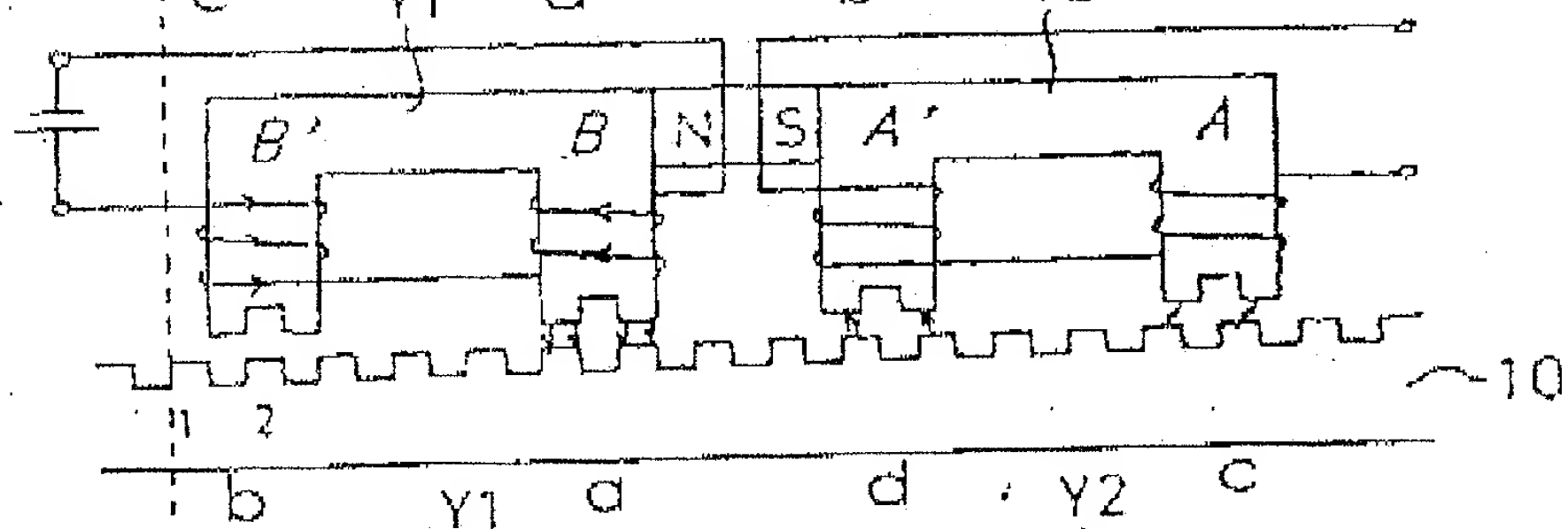


Fig. 12D

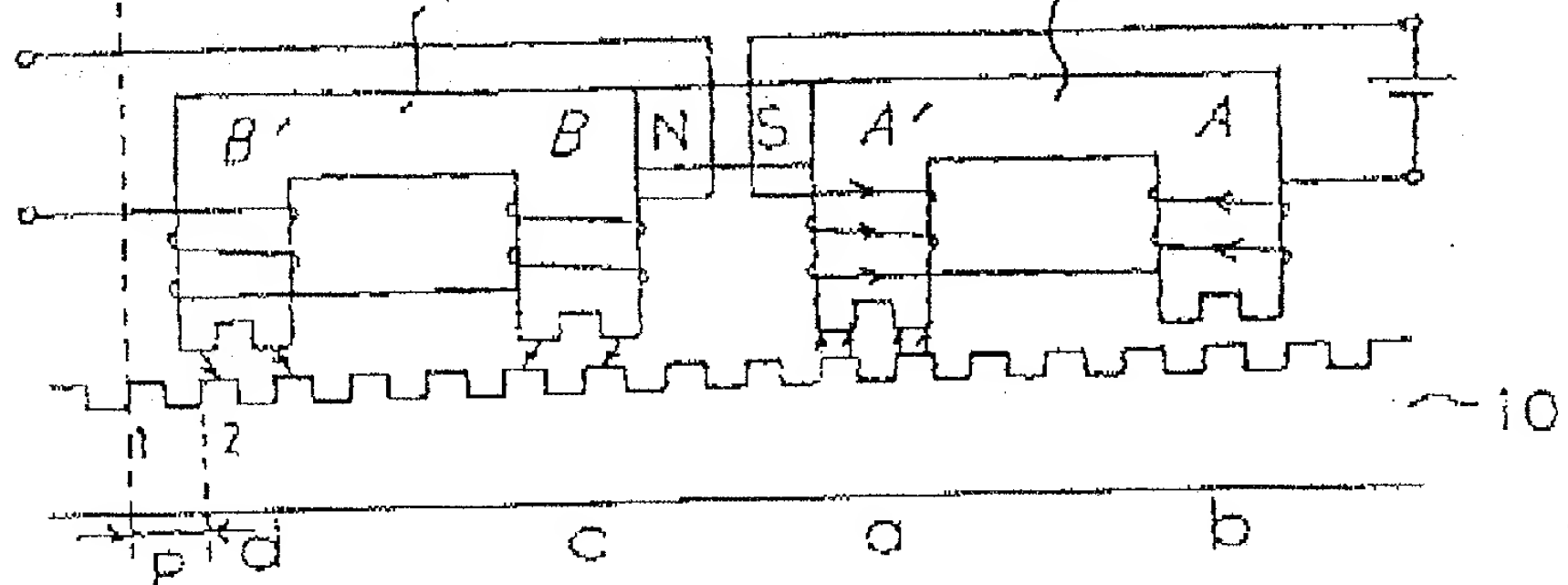


Fig. 13

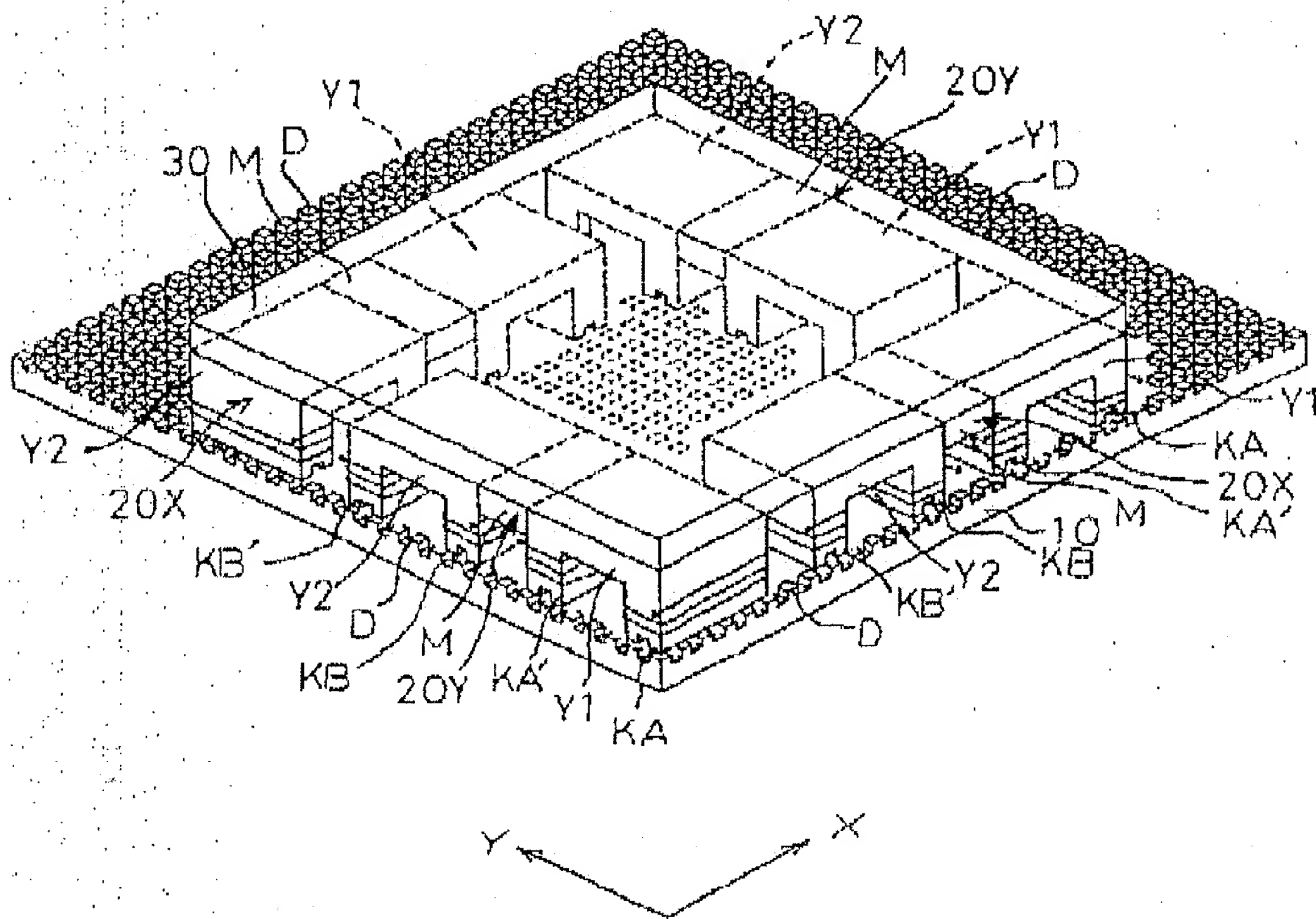


Fig. 14A

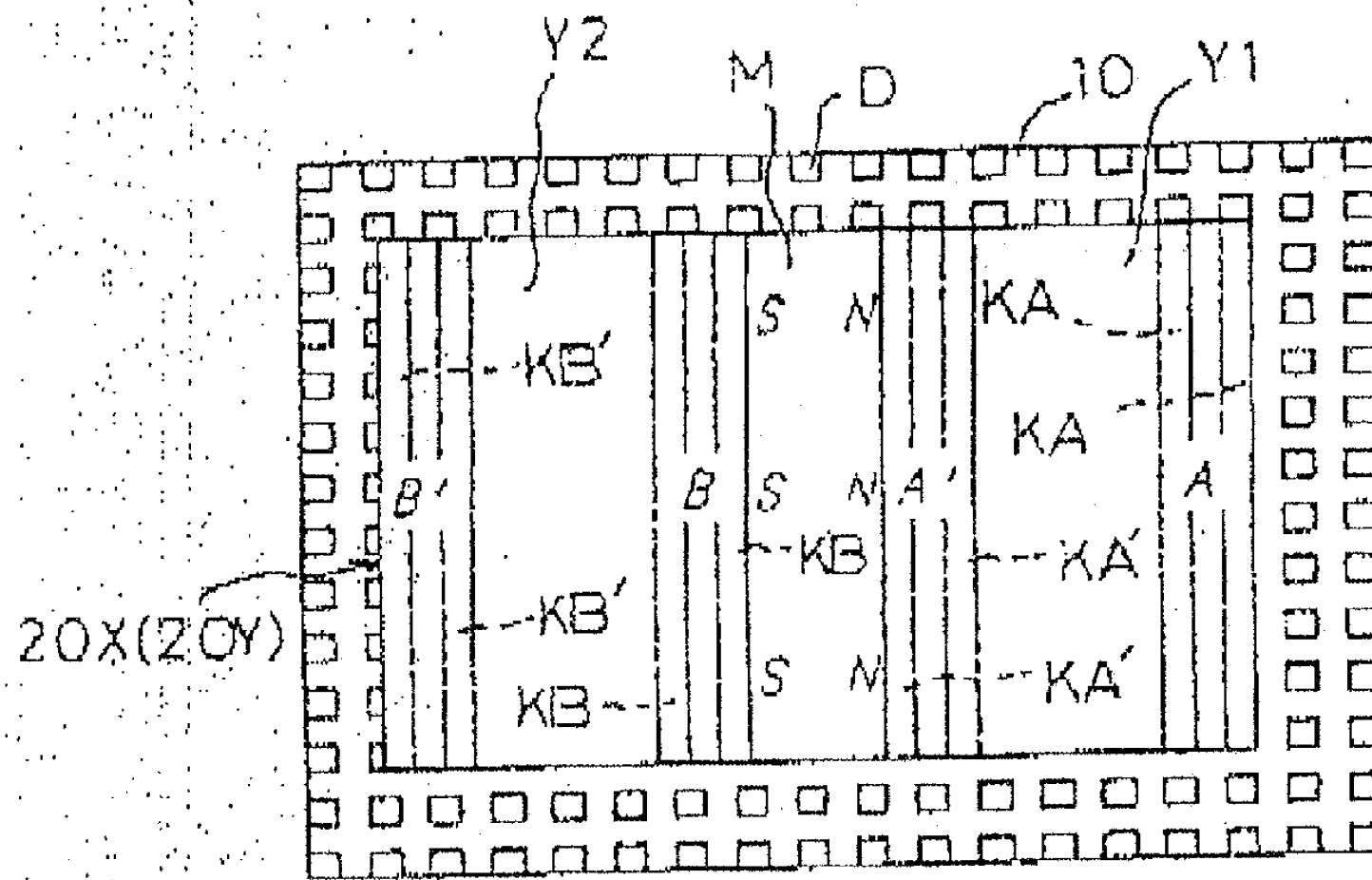


Fig. 14B

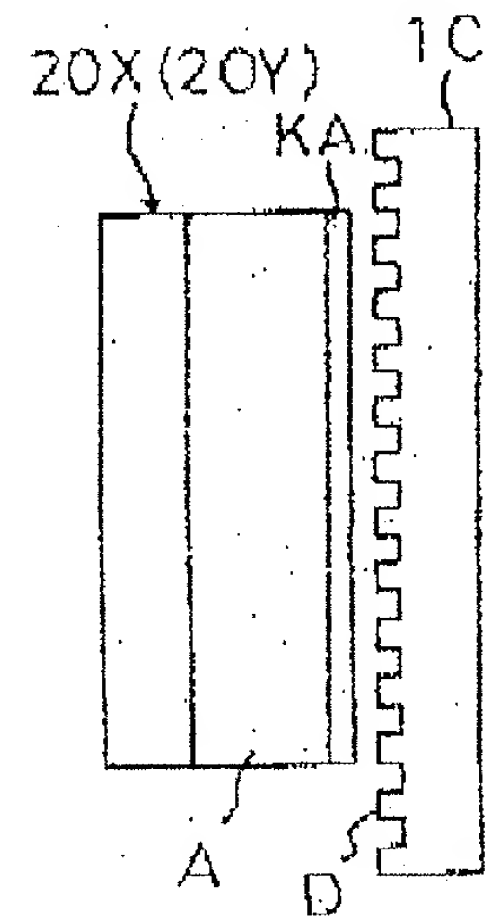


Fig. 14C

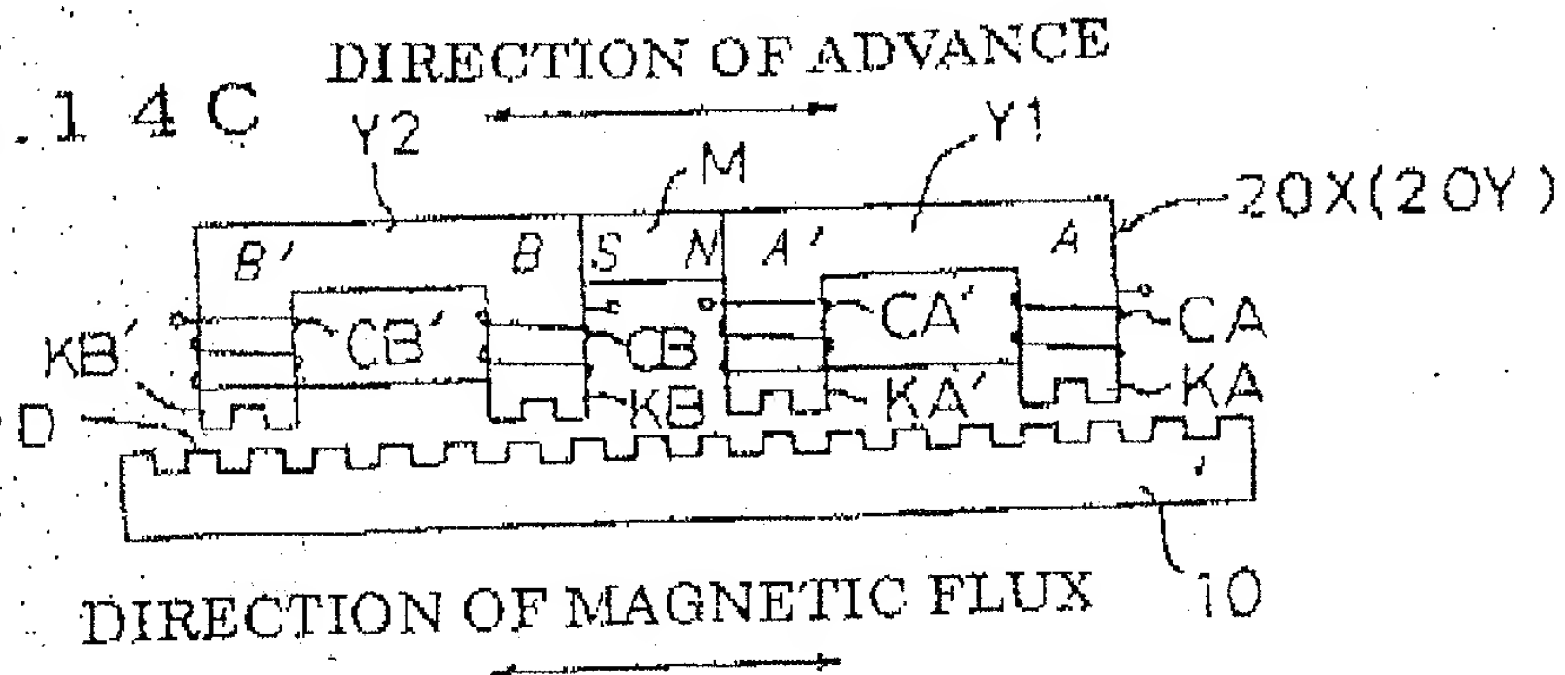


Fig. 15B

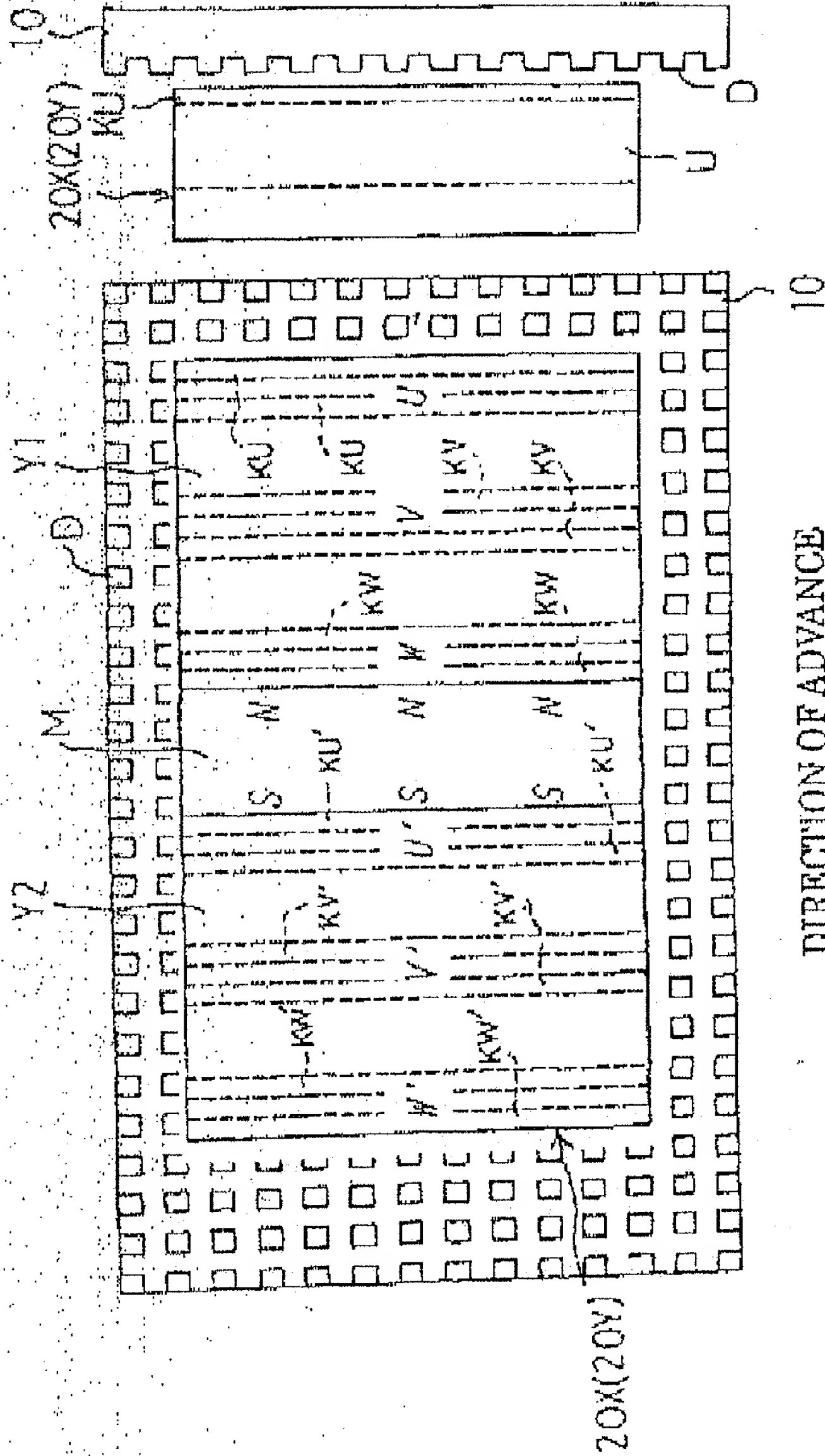


Fig. 15A

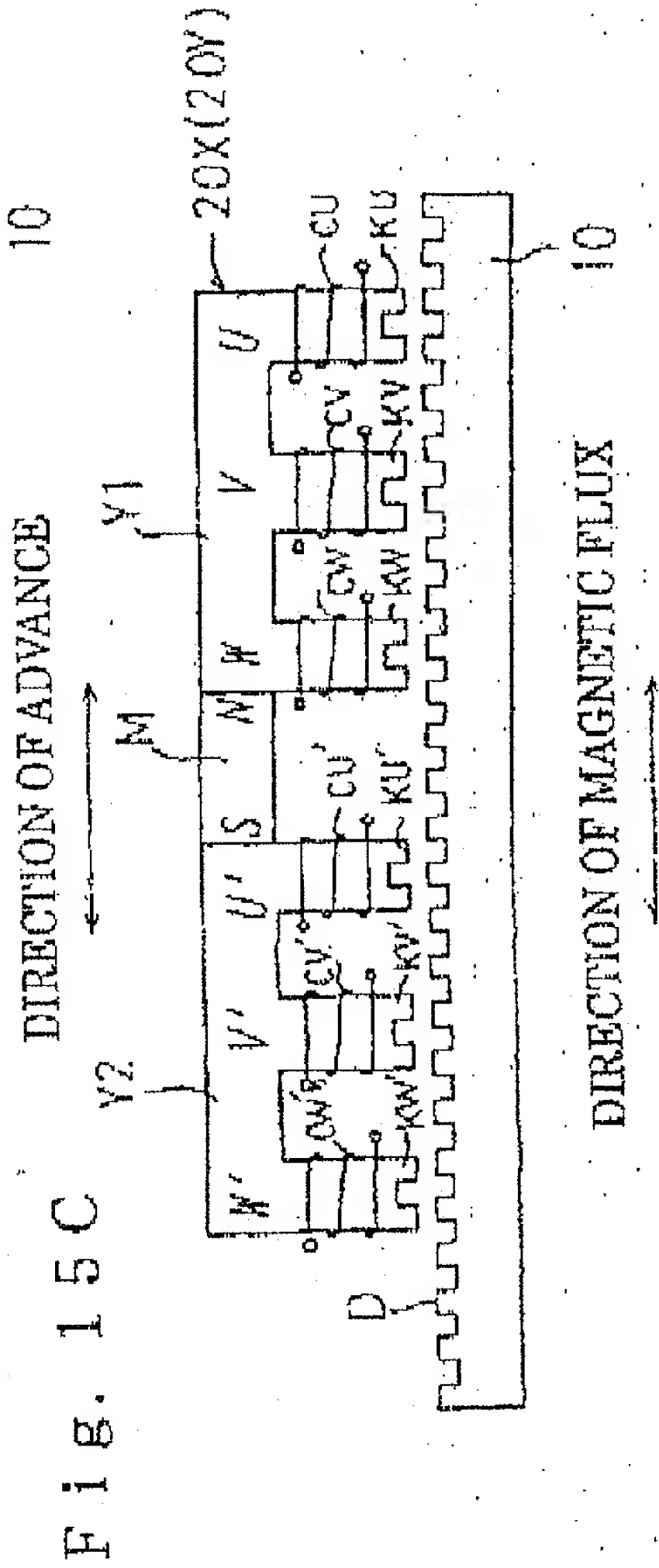


Fig. 15C

Fig. 16

